

MEMORANDUM

TO : BM SGN

DATE: 03 June 1971

FROM : SZ DAD

REF. No. SZDAD/71/057

SUBJECT : DANANG Station Monthly Report for May 1971

GENERAL

Several rocket attacks were directed against the Danang City and air base during May, but no impacts within company facilities resulted. The largest of these attacks occurred in the early morning of 30 May. 14 rockets were involved and 12 fatalities in the downtown area were reported.

Discussions with the 366th Tactical Fighter Wing Plans office indicate that nearly all U.S. Military facilities on the east side of the air base north of the F-4 areas will be turned over to the Vietnamese Air Force. It was allowed that the VNAF may make renewed attempts by September to obtain the company facility for their use. Many USAF units have already been relocated to the west side of the air base, utilizing facilities vacated by the 1st Marine Air Wing.

CUSTOMER RELATIONS

On two occasions both customers had 204B schedules for the same day which resulted in the cancellation of the AID requirement since only one crew was available due to crew rest. Embassy took the position that the problem was created by AID flying on the previous day. In one instance 6 hours of revenue loss was sustained but a revenue loss was avoided on the other by AID rescheduling the requirement to the following day.

LEGAL

A renewal notice on lease contract 66-45 was sent by registered mail to the landlord's agent on 18 May. It was returned unsigned with a letter indicating that continued use of the property would be contingent on receiving a substantial rent increase not provided for in the existing contract. Legal counsel in Saigon will be contacted to confirm our legal position on this matter.

FACILITIES

The USAF Civil Engineering Squadron was relocated to the west side of the air base so no firm status on the access road gate or the 204B touch-down pad resurfacing projects could be obtained.

Preliminary investigations are being made to determine the possibility and feasibility of obtaining the vacated Special Forces quarters building adjacent to the company compound for use as a crew hostel.

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FISCAL

It is anticipated that the lease payment for contracts 67-59A/B will be made by 10 June. 600,000\$VN is involved and MPA/SGN is in the process of ascertaining whether or not this payment can be made at the parallel exchange rate.

██████████ payroll for the month totaled: 950,871\$VN

Petty cash expenditures totaled: 48,460\$VN

OPERATIONS

Revenue flight time declined 103+03 hours as compared to the previous month. Revenue losses increased substantially as a result of poor weather and compliance with flight time and crew rest standards. Efforts at the Danang level to minimize the impact of these standards are complicated by a lack of information concerning individual crew flight time over the previous 7 and 30 days and conflicting interpretations of recently announced revised standards regarding daily flight and crew rest requirements.

The following is a breakdown of flight time generated by this station in May:

| | |
|---------------|--------|
| VN-91/AID | 672+15 |
| VN-91/Embassy | 149+54 |
| Non-revenue | 3+21 |
| TOTAL | 825+30 |

Revenue losses for the month were as follows:

| | |
|-------------|-------|
| Weather | 16+50 |
| Maintenance | 2+30 |
| Crew Rest | 13+20 |
| TOTAL | 32+40 |

A requirement was levied to provide company transportation between the hostel and the MACV Club (dining facility and movie) to alleviate increasing concern on the part of flight crews for their personal safety. Two hours of driver overtime is necessary on a daily basis to support this requirement.

HOSTEL

The hostel occupancy rate decreased significantly in May due to a change in the method of computing the rate. Previously, if a Captain occupied a double room, and the vacant bed was not utilized, that bed was not considered available. From instructions received from SMHC, all vacant

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beds are considered available, so the rate is necessarily lower. There were 651 beds available during the month of which 418 were utilized (64.2%).

Certificates of non-availability for a total of 9 nights were issued to TCS ground personnel.

COMMUNICATIONS

Incoming and outgoing messages totaled 750 and 483 respectively.

TRAFFIC

Repairs to the USAID warehouse, damaged by a rocket attack on 29 March, have not as yet commenced.

Passenger and cargo statistics for the month of May are as follows:

| | <u>PAX IN</u> | <u>PAX OUT</u> | <u>CARGO IN</u> | <u>CARGO OUT</u> |
|---------------|---------------|----------------|-----------------|------------------|
| VN-91/AID | 2,371 | 2,736 | 295,087 | 54,413 |
| VN-91/Embassy | 506 | 589 | 600 | 6,321 |
| AAM | 108 | 97 | 8,830.8 | 13,602.9 |
| TOTAL | 2,985 | 3,422 | 304,517.8 | 74,336.9 |

SECURITY

The U.S. Consulate has written a letter to the Mayor of Danang requesting assistance in controlling the increasing criminal activity in the city. Apparently this letter was the result of several instances of assault and robbery reported to the consulate by U.S. and Third Country nationals and various contractors (including Air America).

PERSONNEL

Four station TCN personnel had to cancel their scheduled leaves since they were unable to obtain an exit/re-entry visa for Vietnam. It is understood that a re-entry visa will not be issued unless the individual has a work permit, which in turn will not be approved without a valid extension of stay. This situation is a recurring problem.

The personnel breakdown for Danang Station at the close of business 31 May 1971, was as follows:

| Permanent | 3 | 11 | 15 | 63 |
|-------------|---|----|----|----|
| Pre-Process | 0 | 0 | 0 | 1 |
| Temporary | 0 | 0 | 0 | 0 |
| Daily-Hire | 0 | 0 | 0 | 0 |
| TOTAL (93) | 3 | 11 | 15 | 64 |

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TECHNICAL SERVICES

RMD handled a total of 469 arriving and departing flights as compared to 495 in April. A total of 4 number 1 services were performed on 204B aircraft. One engine change (C46) and one propeller change (PC6) were required and five aircraft were grounded for parts (2-C46, 2-VTB and 1-204B). One outstation recovery was necessary to temporarily repair a cracked engine fuel line on a VTB.

RGMD expended a total of 576 manhours, of which 43 were consumed in hostel upkeep.

Repairs on both the airbase and the hostel generators were required and the availability of spare parts for these units was found to be very discouraging. Each day these generators are out of service results in electricity costs of approximately \$50.00 and \$20.00 respectively.

Both micro-busses required substantial repairs during the month. An engine and transmission overhaul was necessary on one and the engine mounts on the other had to be welded back into place. A survey report was submitted on these vehicles on 5 December 1970 but the present status of it is unknown.

Increasing requests from other locations are being received for various equipment and supplies, supposedly to be obtained from "local sources". Personnel at this station are not in a very good position to reciprocate tangibly when it is possible to obtain some of these items. In addition, a large volume of requests will probably result in compromising the possibility of obtaining critical items, such as to support a local AGP.

Another undesirable side effect of these efforts is that it has been necessary to accept a large volume of parts and supplies of little use value in order to obtain a few necessary items. The RSD warehouse is now nearly full of various materials and the sorting and crating for shipment of them requires a not insignificant amount of time and expense.

Original Signed by
WINSTON C. CAMBRE
Winston C. Cambre

cc: file

**** SAIGON BASE FLIGHT TIME REPORT ****

- MAY 1971 -

1. Contract 9101 -

| <u>A/C No</u> | <u>Revenue</u> | | <u>Non-Revenue</u> | |
|---------------|-------------------|--------------------|--------------------|--------------------|
| | <u>Block Time</u> | <u>Flight Time</u> | <u>Block Time</u> | <u>Flight Time</u> |
| N67984 | 119+57 | 103+45 | 0+50 | 0+24 |
| N67985 | 112+25 | 98+24 | 21+16 | 19+09 |
| B928 | 116+20 | 95+18 | | |
| B910 | 111+30 | 95+18 | 4+47 | 3+53 |
| B912 | 63+04 | 55+25 | 24+30 | 21+37 |
| N539Y | 149+36 | 128+19 | 2+35 | 2+03 |
| N544Y | 128+20 | 108+32 | 24+55 | 22+50 |
| B851 | 151+47 | 124+52 | 3+05 | 2+31 |
| N9518Z | 60+29 | 52+19 | | |
| N6154U | 100+23 | 85+02 | 2+29 | 1+51 |
| N9956Z | 115+36 | 100+42 | | |
| N7770B | 58+31 | 51+04 | 2+17 | 1+57 |
| N9577Z | 118+35 | 103+24 | 1+13 | 0+56 |
| N3574G | 90+59 | 79+30 | | |
| N9664C | 13+57 | 11+23 | 17+50 | 16+31 |
| N91295 | 134+49 | 113+26 | | |
| N285L | 111+55 | 97+00 | 1+30 | 1+01 |
| N391R | 45+30 | 36+58 | | |
| N394R | 118+47 | 101+27 | | |
| N9444 | 42+27 | 36+16 | 1+20 | 1+02 |
| N198X | 142+03 | 122+02 | 0+28 | 0+18 |
| N153L | 113+24 | 98+27 | | |
| N12450 | 56+16 | 46+39 | 0+47 | 0+38 |
| N748N | 110+57 | 92+30 | | |
| N184L | 126+35 | 111+55 | 2+35 | 2+10 |
| N185K | 69+17 | 62+28 | | |
| N192X | 36+22 | 30+54 | | |
| N194X | 82+27 | 68+20 | 2+44 | 2+20 |
| N1303X | 101+20 | 101+20 | 6+41 | 6+41 |
| N1304X | 82+53 | 82+53 | 4+00 | 4+00 |
| N1305X | 102+39 | 102+39 | 2+50 | 2+50 |
| N1306X | 114+21 | 114+21 | 0+50 | 0+50 |
| N1307X | 90+09 | 90+09 | 11+30 | 11+30 |
| N8514P | 156+01 | 156+01 | 1+10 | 1+10 |
| <hr/> | | | | |
| Sub Total | 3349+41 | 2959+02 | 142+12 | 128+42 |

2. Contract 9102 -

| | | |
|-----------|--------|--------|
| N9518Z | 32+51 | 28+30 |
| N6154U | 23+52 | 20+50 |
| N9956Z | 1+17 | 1+07 |
| N7770B | 34+35 | 28+58 |
| N9577Z | 2+01 | 1+38 |
| N3674G | 23+15 | 20+24 |
| N9664C | 67+31 | 58+01 |
| N9838Z | 3+15 | 2+50 |
| N285L | 5+34 | 4+35 |
| N391R | 47+24 | 40+26 |
| N394R | 17+05 | 14+56 |
| N9444 | 69+56 | 62+35 |
| N198X | 9+22 | 8+03 |
| N153L | 2+37 | 2+22 |
| N12450 | 55+39 | 48+22 |
| N748N | 32+38 | 28+25 |
| N184L | 2+43 | 2+16 |
| N185K | 69+20 | 61+13 |
| N192X | 52+21 | 46+25 |
| N194X | 18+50 | 14+56 |
| N1303X | 7+45 | 7+45 |
| N1304X | 24+24 | 24+24 |
| N1305X | 10+56 | 10+56 |
| N1306X | 9+53 | 9+53 |
| N1307X | 21+41 | 21+41 |
| <hr/> | | |
| Sub Total | 646+45 | 571+41 |

3. Contract 9103 -

| | | |
|-----------|--------|--------|
| B928 | 4+34 | 3+59 |
| B910 | 5+25 | 4+32 |
| B912 | 23+22 | 19+45 |
| N539Y | 9+24 | 7+41 |
| B85L | 9+09 | 8+13 |
| N7770B | 0+57 | 0+39 |
| N3674G | 0+57 | 0+37 |
| N285L | 1+11 | 0+53 |
| N391R | 9+46 | 6+54 |
| N394R | 1+09 | 0+51 |
| N153L | 8+26 | 6+12 |
| N12450 | 9+18 | 7+03 |
| N748N | 1+09 | 0+49 |
| N184L | 1+04 | 0+52 |
| N192X | 1+02 | 0+51 |
| N194X | 14+58 | 11+04 |
| N1305X | 23+34 | 23+34 |
| N8514F | 7+14 | 7+14 |
| <hr/> | | |
| Sub Total | 132+39 | 111+43 |

4. Contract 9104 -

N9518Z 6+37 5+28

Sub Total 6+37 5+28

Total Revenue Block Time 4135+42

" " Flight Time 3647+54

Total Non-Revenue Block Time 142+12

" " " Flight Time 128+42

GRAND TOTAL BLOCK TIME 4277+54

GRAND TOTAL FLIGHT TIME 3776+36

Flight Time by Type of Aircraft

| 'C Type | Revenue | | Non-Revenue | |
|---------|------------|-------------|-------------|-------------|
| | Block Time | Flight Time | Block Time | Flight Time |
| 46 | 556+37 | 476+26 | 51+23 | 45+33 |
| 104 | 448+16 | 377+37 | 30+35 | 27+24 |
| 1B | 890+27 | 765+52 | 23+49 | 21+15 |
| C6 | 148+32 | 1275+09 | 9+24 | 7+29 |
| 04B | 752+50 | 752+50 | 27+01 | 27+01 |
| TOTAL | 4135+42 | 3647+54 | 142+12 | 128+42 |

Original Signed By
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L.G. Parrish
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Distribution:

- BM/SGM (6)
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